

Captain and one of the stars of the Washburn team.

Coach Kennedy, who has made Wash-

Speaking of the result of the game Coach Kennedy said Saturday evening before he started back to Lawrence to

DR. RADWAY & CO.:

I have been a sufferer from rheumatism for more than 6 months. I could not raise my hands to my head or put my hands behind me, or even take off my own shirt. Hefore I had finished three-fourths of a bottle of Radway's Ready Relief I could use my arms as well as ever. You can see why I have such great faith in your Relief. Yours truly. W. C. BAKER, SS Julia st., New Orleans.



1.000 ENTHUSIASTIC SPECTATORS.
Rain fell at intervals throughout the afternoon, but in spite of it, about 1.000 people, a third of whom were ladies, waded through the mud and watched the struggle. At the south end of the grand stand was the K. U. crowd, composed of Lawrence students, a large number of Topeka sympathizers, and the Lawrence band. The north end of the stand was occupied by the wearers of the blue, with their band. The K. U. rooters were not as numerous as JOHN DADISMAN.

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ach Kennedy, who has made Washtoch and the K. U. ever abandoned its vivid crimson for the funereal combination of dark biue and red which it now flaunts. The K. U. end of the grand stand possented a gay appearance, especially at the Washburn end, where there was a great display of broad blue ribbons and blue flags. It is to be regretted that K. U. ever abandoned its vivid crimson for the funereal combination of dark blue and red which it now flaunts. The K. U. end of the grand stand looked like a graveyard compared with the Washburn end—and the resemblance was still more striking after the game ended.



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Fleishman Donald Ackerman left guard .. Brown left guard Ackerman
Dadisman center Michaelson
Bieler right guard Bruner
Cunningham right tackle Allen
Stewart right end Hicks
Anderson quarterback Wilson
Caldwell left half Rice
Millice right half Cooke
Millice right half Cooke
Mehl fullback Peters

FIRST HALF SUMMARY.

The officials were G. O. Dietz, coach of the State Agricultural college, and H. W. Baum, of Abliene. The whistle blew, at 4 o'clock, and Allen kicked 40 yards for K. U. Washburn seemed afraid of the ball, and it passed several men who should have stopped it. Caid-well finally picked it up, but was able to carry it back only 5 yards. Washburn seemed and ague and all other malarious, billous and other fevers, aided by RADWAY'S READY RELIES so quickly as RADWAY'S READY RELIES, so quickly as RADWAY'S READY Millee got around Hicks at right end, and with magnificent interference broke and conditions to the storiach troubles.

It is an unusual remedy that can be sold in this way, but Mi-o-na is a remarkable combination of flesh forming elements combined with agents that regulate the digestive organs and restore to carry it back only 5 yards. Washburn seemed and other fevers, aided by RADWAY'S READY READ FIRST HALF SUMMARY.

Washburn Scored a Well
Earned Foothall Victory.

Caldwell's Field Goal Won the
Game.

TWAS A SURPRISE.

Or Image was coming. E. U. made most of
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TOPIEK A STATE JOURNAL, MONDAY EVENTING

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TOPIEK A SURPRISE.

Or Image was the second of the control of the second control of the s

burn fished the ball out of the mud and lay down on it. Washburn started in right then to play its defensive game. It had found that it could hold the K. U. line, and on the first line up, tried a punt. Millice, however, missed the ball altogether and K. U. got it. K. U. failed to make 5 yards, and Washburn immediately recovered the ball on the start of the latter of the start of the latter immediately recovered the ball on downs, on her 30 yard line. Millice punted 30 yards, and Washburn recov-ered the ball on the fullback's fumble on K. U.'s 50 yard line. Washburn fumbled, and K. U. got the bail. K. U. failed to gain, and tried a punt, but the work was too slow, and Washburn blocked in and got the bail. Washburn blocked in and got the bail. Washburn played the punted 30 yards more, after failing to gain, and the bail went out at K. Washburn played the best footbail bid fifticulty, and on the third down punted 30 yards to Anderson. The bail was now in the center of the field. Laking got through for \$\tilde{\text{5}}\text{ and lines}\text{ the Campe of the Washburn was penalized took 4 more. Washburn was penalized 20 yards because Baum claimed the Washburn players had no right to take bold of each other in forming interference. Mehl gained 2 yards, and the Washburn money was scared to death other in forming interference. Mehl gained 2 yards, and the Washburn the world in the world's fair. This leaves 5,660,000 to be handled in second to Washburn beautiful to take the 3 to 1 odds offered by the heavy rain, and very few peopte and eight coaches, each day, for seven in the world's fair travel will probably come in the months of July. August, September and October. If to each, of the present through trains the set footbail but in the band contest, K. U. had the best of it. Their band is larger than washburn's athletic fund in case of wictory will now be permitted to see to washburn players had no right to take by the heavy rain, and very few peopte dared to take the 3 to 1 odds offered by the world's fair. This leaves 5,660,000 to be handled in second to washburn fine, gaining 6 yards and the world's fair travel will probably come in the world's fair travel will probably come in the world star lift to each, of the present through trains of the will probably come in the gath of the world's fair travel will probably come in the sub of the will probably come in the world's fair. This leaves 5,660,000 to be handled in second of the heavy rain, and very few peopte and of the world's fair. This leaves 5,660,000 to be handled in sections of regular trains or on special trains, consistin K. U.'s 50 yard line. Washburn fum-bled, and K. U. got the ball. K. U. failed to gain, and tried a punt, but the work was too slow, and Washburn blocked in and got the ball. Washburn

STUDENTS HAD A MIXUP.

To celebrate their victory, about fifty Washburn students came down town Saturday night, and went to the Santa Fe depot to give the K. U. crowd a good send off" and cheer them up a bit, And the fight did not end till the Lawrence train pulled out at \$:25.

Washburn's fighting delegation had a strip of blue hunting about fifty feet long, which they waved in the faces of the K. U. men. This started it, and for half an hour the rival schools pushed and shoved each other up and down the track in front of the depot, K. U. trying to get possession of the blue bunting, and Washburn striving to keep it. Both sides were cheering and yelling with all their power. The Washburn boys succeeded in keeping their bunting, but K. U. gathered half a dozen society caps from the heads of the Washburn strickelly the same number of railroad lines into St. Louis now as Chicago had in 1893.

When the Lawrence train pulled out, the Washburn boys marched out.

How Will Railroads Handle World's Fair Traffic ?

People May Have to Ride in Box Cars.

1,472 MORE COACHES.

Also 320 New Locomotives and Baggage Cars Needed.

Expected That 30,000,000 People Will Come.

In an interview on the present pas-senger traffic situation and the probable traffic to the World's fair, W. P. Deppe, chief assistant general passenger agent of the Big Four Railway ompany, recently transferred from Cincinnati to St. Louis in charge of the passenger business in St. Louis, says: "Some of the lines into St. Louis will be handling people in box cars next summer unless they provide additional passenger equipment,

"If the hopes of the World's fair

Lawrence with them.

When the Lawrence train pulled out, the Washburn boys marched up and down Kansas avenue till 10 o'clock, informing the natives that Washburn had defeated its ancient enemy from Lawrence.

MILLIONS OF VISITORS.

"The St. Louis lines will handle in seven months of the world's fair a normal traffic of 3,000,000 people, so that altogether they will have to handle during the world's fair about 11,000,000 people.

Millo-ma that they sell.

Manager Frank Leach of Washburn states that the paid admissions to the same were 500, which with compilimentaries and season tickets brought the price paid for Millo-ma if the price paid for Millo-ma in the price paid for entering in El Paso are beginning to feel the effects of the San Antonio quarantine. Not only has all travel to the infected city ceased, but travel to and from all points in the state has suddenly decreased to the low water mark. A passenger official stated yesterday that nothing was calculated to give the railrods a black eye on as short notice as a quarantine. "A calamity howl of any sort, be it imaginary or real, is always

the world and the housewife's best friend is GOLD DUST 1 and in half the time of any other method. Nothing can take its place, because no other washing powder is so good. OTHER GENERAL Scrubbing floors, washing clothes and dishes, cleaning wood-USES FOR work, olicloth, silverware and tinware, polishing brass work, GOLD DUST cleaning bath room, pipes, etc., and making the finest soft sorp, Made by THE N. K. FAIRBANK COMPANY, Chicago -- Makers of PAIRY SOAP. GOLD DUST makes hard water soft

"Let the GOLD DUST TWINS do your work"

The Gold Dust Twins will help you get through your

The greatest cleanser in

work in a jiffy.

cleans every-

thing from

cellar

with

labor

to attic

who have come to Texas with the in-tention of spending the winter un-menaced by winter's chilling breezes in many instances have changed their minds and returned to their northern

homes,"
Houston, Tex., Nov. 2.—While the quarantine has in view the discontinuance of intercourse between San Antonio and this city, it practically amounts to the temporary annihilation of rail communication. In accordance with official notification from the proper authorities, all of the lines connecting the two cities have issued orders to their agents at San Antonio to refuse transportation to any one with this city

their agents at San Antonio to refuse transportation to any one with this city as a destination.

Before the local board of health had met and authorized a quarantine against San Antonio, Southern Pacific officials were notified by wire that the state board of health had ordered a quarantine against the infected city. Assistant General Passenger Agent Hellen immediately instructed the Southern Pacific agent at San Antonio not to sell tickets to any point in Louisiana as a destination.

he eastbound passenger train in Colorado the eastbound passenger train in Colorado last Friday.

Spikes were pulled from one rail on a bridge between Manzanola and Fowler. Col., just before an eastbound special train was due. When the train struck the rail it jumped the track and went through the bridge. Twenty-nine persons were injured. Special officers have been searching for the wreckers, but to accelerate matters the general manager has offered the \$5,000 reward.

200 NEW LOCOMOTIVES. B. & O. Making Big Additions to Its Motive Power.

The motive power of the Baltimore & Ohio has been materially increased since January 1, 1903, by the purchase and delivery of 200 locomotives. There were 150 freight locomotives, weighing 193,000 pounds each, twenty high speed Atlantic type passenger engines, weighing 177,000 pounds, and thirty modern switch engines added to the equipment. In addition, the company has navswitch engines added to the equipment. In addition, the company has purchased and placed in service two 160-ton electric motors, using them to hauf heavy freight trains through the Baltimore tunnel, the three 96-ton motors handling the passenger trains. The B. & O. system now has 1,305 locomotives of all classes and 85,000 freight cars, of which 26,000 are steel cars of 100,000 pounds capacity. pounds capacity.

OIL IS TOO COSTLY. Southern Pacific Likely to Build Ne More Oil Burners.

Although the Southern Pacific has equipped large numbers of locomotives for oil burning, the general superintendent says that unless the price of oil is reduced the number will not be increased, as at present prices of oil if is found more expensive than coal.

Officers for the "Connecting Link." Denver, Col., Nov. 2.—The White River Valley Railroad company which intends to build a connecting line between the Dent ver and Rio Grande railroad and the Moff fat Denver-Salt Lake road, has filed are ticles of incorporation. Officers have been elected as follows:

President, Dr. D. W. Aldrich of Galessburg, Ill.; vice president, E. G. Kindred, Denver; treasurer, H. J. Butts, Galesburg, secretary, M. J. Daugherty, Galesburg.

ABOUT RAILROAD PEOPLE.

"Nat" Black of the Santa Fe passenger department is expected back today from a short business trip to El Paso, Tex. Mr. Alfred Lovell, superintendent of motive power for the Santa Fe railroad, is in Chicago on business for the company. Mr. Lovell is expected back this week. The big well at the pumphouse in the Santa Fe shop yards has just undergone a thorough cleaning. This well was filled up with mud and trash during the flood.

Roy Maxwell, clerk in the office of the Santa Fe ticket auditor, has resigned his position in that office. Mr. Maxwell will attend business college during the coming

E. P. Ripley, president of the Santa Fasystem.

Mr. A. B. Wachter will commence work today as a clerk in the Santa Fe ticker auditing department. Mr. Wachter is a former employe of the office. He has lately been working at the Santa Fe storehouse in Newton.

Both the Santa Fe and Rock Island have announced a rate of one fare for the round trip between Topeka and Kansas City, account the Melba concert which will be given in Convention hall at Kansas City on November 12.

Mr. John H. Davis of this city, who has been employed as a revising clerk with the Choctaw, Oklahoma and Guif railroad, at Little Rock, Ark., left for Chicago on Saturday to accept a similar position in the office of Mr. W. H. Burns.

J. M. Gruber, general superintendent of

J. M. Gruber, general superintendent of the Rock Island, is expected to return to Topeka today after a week's trip over the line in company with H. E. Byram, as-sistant to the fourth vice president of that road, with headquarters in Chicago. Mr. F. W. Thomas, engineer of tests for the Santa Fe, returned Saturday morning from Oklahoma, where he has been conducting some experiments with the stationary engines at several points along the line. The Santa Fe is thinking of using oil instead of coal to furnish the power with which to run these engines.